

A TERRIBLE TRAGEDY.

A Train Load of Passengers Plunge Into the White River Near Boston.

The Cars Take Fire and the Passengers Face Death by Flood and Fire.

Concord, N. H., Feb. 5.—The express train that left Boston at seven o'clock last night met with a terrible accident near Woodstock, on the Central Vermont railroad, at about 2:20 this morning. The train started from this city on time, but was detained at White River Junction, so it was about an hour and a half late when it left there. It consisted of locomotive, baggage car, postal car, two passenger coaches and two sleeping cars, and was running at the usual rate of speed. When about two hundred yards south of the dock bridge, near Old Windsor station, a broken rail was struck. The locomotive, baggage car and postal car broke away from the rest of the train and passed over the bridge in safety. The rest of the train was thrown from the rails and continued on the road until it came near the end of the bridge, but there it ran over the abutment and all of the cars ran into White river, some fifty feet below.

The gorge at this point was frightful, and when the cars went down there was a terrible crash. As soon as possible the detached part of the train was stopped and ran back to the scene of the disaster.

THE SCREAMS OF THE INJURED PEOPLE.

were heartrending. Assistance also came from the people living in the vicinity and everything was done to rescue and relieve the injured. Soon after help arrived it was discovered that fire had started in the passenger coach and soon the entire train was ablaze, thus adding new horror to the already frightful catastrophe.

Those present were powerless to stop the fire and devoted themselves entirely to attempting to rescue those imprisoned in the wreck.

The rescuers met another and unexpected obstacle in the heat, which had become so intense that they were obliged to relinquish their efforts to save the sufferers, and were compelled to retreat to a place of safety for themselves and to become unwilling, horror-stricken witnesses to the awful holocaust.

In addition to this and to add to the terror and sufferings of the passengers the weather was intensely cold and the heroic rescuers were hindered thereby in their work. No water could be obtained with which to check or extinguish the flames. The ice was several inches thick on the river and there were

NO APPLIANCES AT HAND.

with which to raise it. Ira A. Chase, of Bristol, was at White River Junction when the news of the disaster was received. He went to the wreck on a special train.

His story of the accident is as follows: "The train left White River Junction late and the accident is thought to have occurred about 2:15. A broken rail was discovered some two hundred feet this side of the bridge, but whether this caused the accident or a wheel first broke is in doubt. The locomotive and baggage and mail cars crossed the bridge in safety. Two passenger coaches, the Boston sleeping car, 'Pilgrim' and the Springfield sleeper, 'St. Albany,' went off the bridge at the end on the right hand side and apparently turned bottom up in the fall. Men living near by stated that when they got to the scene there was no fire, except in the forward passenger car, but the flames soon spread to the other cars and then to the bridge and all were consumed.

TWENTY-SIX PERSONS.

as far as known, were taken out alive from the cars, which were burned. Two of these are understood to be Mr. Wesson, the pistol manufacturer of Springfield, and Ed. Brockelbanks, a brakeman, but they died soon after. Two passenger coaches were well filled, and every berth in the Boston sleeping car was occupied, and twelve in the one from Springfield, making the total number of passengers in the wrecked cars about eighty. This will probably make the number of dead between fifty and sixty.

The bridge was between thirty and forty feet above the water, which was covered with thick ice, making it probable that death resulted from crushing and burning, rather than from drowning. Several were pinned up in the wreck who might have been rescued alive but for the flames.

Brakeman Parker, who was on the forward end of the first passenger car, felt the jar and saved his life by jumping. He quickly secured a conveyance and carried the news to White River Junction.

A PASSENGER'S EXPERIENCE.

An occupant of the Boston sleeper, whose name could not be ascertained, passed through here this afternoon. He said the car was full, every berth being occupied. The train was late out of White River Junction and when it left it had a sleeper from Springfield, besides the passenger car. He thinks it must have been about 2:10 in the morning when he was awakened by the quivering of the car as if it was off the rails. This movement he noticed but a short time when he became conscious that the coach had gone over the abutment of the bridge and was sinking with frightful rapidity. To add to his consternation, the car turned upside down and when it struck the ice in the river

He occupied the lower berth and by almost superhuman efforts succeeded in extricating himself from the wreck. He was well acquainted with the occupant of the upper berth, a Boston gentleman, and as quickly as possible set himself to work to relieve his friend. He worked with energy, and by kind words

cheered him, but his efforts proved unsuccessful and he was finally driven away by the flames and became an involuntary witness of the death of his companion, who was burned before his eyes. He saw quite a number of persons rescued, many with severe bruises and burns, but few bodies had been taken out when he left. At that time it was impossible to ascertain the names or number of the victims. He expressed the belief, however, that not more than thirty persons were killed. The railroad bridge took fire from the wreck and was totally destroyed. The accident was the most terrible of any that has ever occurred in Northern New England.

TERRIBLE SCENES AND EXPERIENCES.

When the relief train from White River Junction reached the wreck the progress of the flames had been so rapid that the bridge and four cars had been practically destroyed. A few burning timbers were seen and the iron work of the bridge was scattered over the ground. The only house near the scene was that of Thomas Pingree, a farmer, and had it not been for his hospitable roof, some of the injured would doubtless have perished from exposure. The baggage and mail cars afforded accommodations for a number of the wounded.

Charles W. Hosmer, of Lowell, Mass., who was on the train, states that he was in the Central Vermont sleeping car. He says: "I can remember twenty-one others who were in the car with me. I knew none of them personally. There were five ladies among them. I was awakened by the bumping of the car. Then came

A CRASH AND ALL WAS DARKNESS.

"I do not remember hearing any screaming, but there were moans and calls for help. I found myself pinned down by a seat which lay across my hips, but I broke a window and in some way worked myself out of the window on to the ice. I should think the car dropped fifty-five feet. The other three cars were also on the ice, having broken away from the forward part of the train. A gentleman who occupied the berth next to mine was struggling in the ruins and I succeeded in extricating him. There was also a lady in the ruins underneath me whom we succeeded in saving. It was necessary to tear her clothing off to get her out. She proved to be Mrs. Ogden, of Montreal. Mr. Hutchins, of Braintree, Vt., escaped and assisted in saving others. I worked until I was so chilled I could do nothing more. In a few moments after the crash the cars took fire, and amid the swirling flames those unable to escape could be seen in the embrace of death. When the flames burst out I could see the imprisoned passengers either calling for help or insensible. I walked, or rather crawled to the house where I got some clothing. Out of twenty-two in my car, I personally know that nine at least were saved. I saw two of those in my car in the flames. I remember a Montreal tapper who had been with his club in Boston, and was accompanied by a lady. He was saved but his companion was lost."

THE DANGEROUSLY WOUNDED ARE

Smith Sturtevant conductor, right side of body burned from head to feet and head severely bruised, he cannot live. O. Boiseret, Angeline Quebec, internally injured.

L. Lombremont, a Swiss from New York, hips and back bruised.

Michell Lacaille, Lawrence, Mass., injured about the head, chest and back.

Moses Paulet, of Quebec, right leg broken and wounded about the head.

Mrs. W. D. Dryden, Montreal, contusions on back.

George Genef, Syracuse, N. Y., head cut and back wounded.

Horace Juan, East Pepper, Mass., face back and legs bruised.

Anna Murphy, Boston, right cheek badly cut and back badly bruised.

Henry Tewksbury, Randolph, New York, left leg and left arm broken.

Mrs. Charles Cashner, Boston, contusions on back and limbs.

Mattie Nahl, Boston, severe scalp wounds.

J. C. Hutchinson, Montgomery, New York, spinal column injured.

Joseph E. Jacques, Fitchburg, Mass., contusions over eyes, and hips and legs bruised.

Henry Mott, Alburgh, New York, injured internally.

Andrew Wheeler, Fitchburg, Mass., cut over the eyes and face burned.

Mrs. John Graham, Medford, Mass., ankle sprained and spine injured.

James Kelly, Burke, New York, left arm broken and head bruised.

C. S. Hosmer, Lowell, Mass., legs and body bruised.

Joseph Magnet, Three Rivers, Quebec, wounded about the body.

SLIGHTLY INJURED.

Fred A. Fisher and Heward F. Smith, of Gloucester, Mass.

Miss Mary Sadler, Armstrong, Quebec.

Polly Aire, Checopee, Mass.

Herbert Caseing, Middleboro, Mass.

Andrew Wheelock, Fitchburg, Mass.

George Parder, a brakeman of St. Albans, Vt.

The above are all safe so far as known. On the ice below the bridge site are:

Many were doubtless cremated. The Central Vermont railroad officers arrived at the scene of disaster at an early hour and are doing everything possible to relieve the sufferers. One member of the Dartmouth. A porter named C. F. Merrill, of New York, whose father is said to be connected with the World, and to have been formerly of the Boston Globe, is not accounted for yet. Among others supposed to have been on the train, who are not yet accounted for, are a young Frenchman named George French, of Bellows Falls, and Chas. Hall, a Boston drummer, both of whom took the train at Clearmont Junction.

AMONG THE MISSING.

A man named Bousiquette, his sister, wife and two children, who have relatives at Worcester, and whose home is at Attoway, Conn., were on the wrecked Montreal express.

Frank M. Pratt, secretary of Amory

Hall, Young Men's Christian Association, at Springfield, was a passenger on the Montreal express, and was on his way to attend the convention of Provincial Secretaries at Kingston, Ontario. Nothing has been heard from him since the disaster.

THE LATEST.

Mr. McCarthy, who went on the relief train and looked over the track says that the broken rail was about twenty yards from the bridge and that the engine and the first two cars did not leave the iron. The baggage and mail cars were preserved intact.

One man died soon after being carried into the mail car. Mr. McCarthy saw a man with a little child in his arms on the bank of the river and both were dead. A woman was lying on the snow and kind persons had covered her with what spare clothing they could secure. She was badly hurt but still alive. As soon as the flames had subsided sufficiently, the work of

RECOVERING THE BODIES

from the wreck was begun. Most of the remains are so charred as to be unrecognizable. The body of Pullman conductor, Burgess, was one of the first taken out. The remains of the porter of one of the cars were identified. The body of F. L. Wesson, son of the well known arms manufacturer, of Springfield, was identified to-night by friends from his home.

In the pocket of a blue dress coat was found a letter written upon a letter of W. A. Sanford, agent of the Moxie Nerve Food Company, dated Washington, D. C., Dec. 10, and addressed "To Dear Charles."

The body of the owner is supposed to have been entirely burned, and is supposed to be a traveling man, and to have been that of Charles W. Sanford, formerly in the employ of L. C. Chase & Co., of Boston. A card belonging to Chas. G. Hubbard, of Boston was found. Miss Follet, of Sharon, Vermont, who started from Keene proves not to have been seriously injured. Most of the ladies recovered were taken to the village of Hartford and placed in an undertaking establishment. Thirty-nine bodies have been taken out of the wreck and only five of them are recognizable. It will be impossible to tell how many were on the train as the conductor had only begun taking up the tickets after leaving here. Many bodies have probably gone into the river and under the ice.

THE KILLED.

Forty passengers are supposed to have been killed outright or burned to death. About forty escaped most of them badly hurt. The killed so far as known are as follows:

Ed. Barge, brakeman.

F. L. Wesson, Springfield.

S. S. Westcott, Burlington, Vermont.

C. P. Mills, Iroquois, Ont.

E. T. Dillon, Dartmouth College.

MIDNIGHT.

At this hour thirty-nine bodies in all have been recovered from the wreck and it is positively known that forty-two persons perished, while there is a probability that a number of other corpses will be found in the wreck or under the ice in the creek. Just how many persons were killed cannot be ascertained while there exists so much uncertainty as to the number on the train.

A Striker's Story.

New York, Feb. 5.—The assembly committee to investigate the coal strike, resumed its labors to-day. James E. Quinn, District Master Workman, of District Assembly No. 49, Knights of Labor, was on the stand. He was recently arrested on a civil suit for damages brought by the Old Dominion line for conspiracy. He testified that the real cause of the strike was the reduction of the pay of the topmen at Elizabeth Port from 22 1/2 to 20 cents per hour with the understanding that it was the beginning of a general reduction along the Jersey coast. The strike against a reduction was justified because the price of coal had, within a short time, been raised. The witness told, at some length, about the wages earned by the coal workers and others, and said that their small pay forced them to set their children at work, instead of sending them to school.

Fort Scott's Boom.

Fort Scott, Feb. 5.—The past week has been a phenomenal one in the history of Fort Scott. Never before in the history of the city has the real estate market been so brisk and active, and never before have the sales of one week exceeded a quarter of a million dollar as they have this past week, the actual amount of transfers being \$279,035 and the coming week will probably foot up nearly \$350,000.

The Latest Deal.

Kansas City, Feb. 5.—The Winner Investment company have secured the purchase of twenty thousand acres of land in the country opposite and below this city for a million and a half of dollars. The purpose is to throw open the land for manufacturing and similar uses. They are building dummy lines through the tract, and a boulevard from Randolph to Liberty streets.

A Tame Meeting.

New York, Feb. 5.—By order of district assembly 49, Knights of Labor are meetings of the striking longshoremen and coal handlers were called for to-night to be held in the public park. It was expected that some trouble might occur and accordingly the police were fully prepared for any emergency. The preparations, however, were not necessary the meetings all passed off quietly. Owing to the extremely cold weather very few attended and the demonstration on the whole was a failure.

The Court-House War.

Kansas City, Feb. 5.—Judge Slover granted the injunction restraining the county court from completing the purchase of a courthouse site at Fifth and Oak streets. There promises to be a tedious litigation of the matter.

CONGRESSIONAL.

The Canal Bill Occupies the Attention of the Senate and Causes a Debate

The Consular Service a Fruitful Theme For Discussion in The House.

Senate

Washington, Feb. 6.—Senator Voorhees offered a resolution to discharge the committee on territories from further consideration of the house bill to change the time of meeting of the legislative assembly of Washington territory, and gave notice that he would call it up Monday.

Sixty-six pension bills were passed to-day, among them the house bill, granting a pension of \$50 a month to the widow of Brig. Gen'l. Thomas Meagher.

The house bill increasing the pension of the widow of Col. Hemphill Jones, of the marine corps, from \$30 to \$40 a month.

A senate bill increasing the pension of the widow of Maj. Gen'l. Hunter to \$50 a month, and one giving an army nurse \$12 a month.

One giving a volunteer nurse \$25 a month.

One increasing the pension of the widow of Commodore Spiker to \$50 a month.

One reducing the pension of the widow of Col. Loren.

The senate then proceeded to consider the question of the Indian appropriation bill.

The bill, which contains fifty-two printed pages, was passed without a discussion.

The senate bill to incorporate the Atlantic and Pacific Railway Company, (the Eads Tehuantepec bill) was taken up as a special order.

Senator Morgan in his argument in support of the law declared himself in favor of a policy like that embodied in the resolutions reported some years ago by Senator Eaton of Connecticut from the committee on foreign relations, that whatever transit there might be across the Isthmus should be under the control of the United States' government. Either absolutely and independently or in connection with the government through whose territory it passed. As to the Panama canal, he thought that the United States' government had been a little delirious in not informing France (if France were the power behind the canal builders), that this government had an interest in that question predominant over that of any other government in the world, and that certain guarantees were necessary to be given in relation to the transit of ships through that canal, which would entirely satisfy the people of the United States, that in peace and in war their interests in connection with that transit were to be absolutely preserved and protected. He had read this morning a letter from a naval officer stating that several English and French vessels of war were lying in the neighborhood of the mouth of the Panama canal ostensibly for the purpose of transferring crews by railroad between the Atlantic and Pacific. His own belief was that those government were preparing to seize the islands in the vicinity of that canal with a view of having an independent right to them and the power of fortifying them at their will and pleasure. What foothold he asked, had the United States in that section of the world. Nothing except the precarious paper right which it had under the Clayton-Bulwer treaty, he referred to the fact of the British government taking possession of the Island of Cyprus in order to control the Suez canal.

Senator Hoar remarked that the subject was a very important one, that it had not been expected to come up, and consequently but for the senator's remarks would have been kept in the chamber, and he suggested whether the senator would not prefer to make his speech on Monday.

Senator Hale offered an amendment that except as far as the guarantee of \$7,000,000 expressly provided in the bill, the United States should be in no respect whatever, liable for any debt or obligation of the company. The senate adjourned.

House.

The speaker laid before the house a message from the president, returning without his approval, the bill granting a pension to Culbert Stone. In his veto message the president states the army records show that the claimant spent most of his term of enlistment in deserting or imprisonment for desertion.

The speaker laid before the house the senate bill for the refunding of the direct taxes.

Mr. Heard, of Missouri, moved it be referred to the committee on judiciary. Yeas, 113; nays, 43.

The house then proceeded to the consideration of the bill for the payment of what are known as Fourth of July claims. After some discussion the bill was passed. It appropriates about \$182,000.

The house then went into committee of the whole on the diplomatic and consular appropriation bill.

Mr. Belmont, of New York, said that in presenting the bill to the House the committee on foreign affairs had considered it was its duty to make certain changes in the consular services. These changes were not in conflict with the existing law and therefore not amendable to a point of order under the rules of the House. They consisted of transfers of certain consuls from one grade to another and the transfer of certain other consuls from fee list to salary list. Another change was an increase of salary to the minister to China. Our relations were of such a nature as to make our mission there as important as the mission to Russia or Germany.

Mr. McCreary, of Kentucky, a member of the committee on foreign affairs opposed the increases of salary made by the bill. The bill appropriates \$300,000 more than the law of last year. If the other appropriation bills were made proportionately increased, the appropriations this year would exceed those of last year more than \$600,000. He did not wish

to break the good record which the present house had made in the direction of economy. If the bill became a law in its present shape, the salaries of the consuls who would be transferred from the fee list to the salary list would receive six times the amounts of the fees collected by them. He opposed the increase of the salary of the minister to Mexico, and the appropriation of \$25,000 for a legation building in Japan. He regarded this proposition as opening the door to the erection of legation buildings everywhere, and as aping the customs of effete aristocracies. He criticised the provision for the appointment of two consular inspectors to ride with the nobility and dance with Persian princes and to get for their trip \$4,000 each and expenses.

Mr. Cox of North Carolina defended the bill, pointing out the necessity for the appointment of consular inspectors and strongly advocated the proposed change from the fee to the salary system of compensation to consuls. In regard to the legation building in Japan, he quoted from the report of the secretary of state, recommending its erection on the ground that it was impossible to rent a building for legation purposes. Speaking of the increase of the salary of the minister to China, he referred to the growing commerce of the country and the necessity of securing the best talent to represent the United States there. The members should keep abreast with the progress of the times and not come here and say, "we have the greatest nation in the world, and then do nothing for it. Pending further debate, the committee rose and the house adjourned.

THE REPUBLICAN SENATORS

met in caucus after the adjournment of the Senate but remained together only about half an hour, adjourning without action. A majority are said to favor action of some kind for a reduction of the revenue, but are not united as to any policy, while a majority favor the plan of leaving revenue matters to the House of Representatives where they constitutionally belong and making provisions by amendments to appropriation bills or otherwise for the judicious expenditure of the surplus, especially in the direction of sea-coast defenses, guns and ships. It is probable that further caucusing will take place, but there is no ground in anything that has occurred to warrant the expectation that the senate will take the lead during this session in any movement for a reduction of the revenue.

THE PRESIDENT

to-day heard arguments from the members of the National Indian defense association, against the approval of the Dawes Indian severalty Indian attachment bill.

Judge Willard was the principal speaker. There were several Indians present including representatives of the Sac and Fox, Chickasaw and Cherokee tribes, each of which entered a protest against the bill.

Three hours were spent by the conferees on

THE ANTI-POLYGAMY

bill in an effort to reconcile the differences between the house and senate, but without reaching an agreement. The committee adjourned till Friday next.

In conformity to the ruling of the court in general term yesterday, in the case of M. S. Miller, of Oneida county, New York, against the civil service commissioners, Mr. Miller to-day, filed his petition of right in the circuit court and Judge Cox at once certified it to the general term.

THE FLOODS.

The raging waters causing disaster at Cincinnati, Louisville and Nashville.

Still Rising.

Cincinnati, Feb. 5.—The river at 10 o'clock this morning had reached a stage of fifty-five feet one inch which was a rise in nine hours of five inches, with a cloudy sky, and the thermometer is above thirty-two degrees. There is still ground for apprehension. The rise as it is now causes serious inconvenience to the railroads and to river transportation besides interfering with many manufacturers on the river front.

Cincinnati, O., Feb. 5.—At 8 o'clock tonight the river came to a stand with 56 feet 3 inches, it has been drizzling all the afternoon and evening, however, and reports of rain continue to arrive from up-river points so that the danger of a disastrous flood is not removed. Thus far the railroads are the heaviest sufferers. The Central Union depot was abandoned last night and the six roads entering it start from temporary stations. The Cincinnati, Washington & Baltimore, the Ohio & Mississippi, the "New York and Ohio" and the Bee Line roads are receiving no freight and there is already a small freight blockade. The city of Newport across the river is in a bad way 300 houses will be inundated in case of a further nine inch rise. A large number of manufactures on both sides of the river have shut down and it is estimated that 400 men are idle.

The Cumberland Still Rising.

Nashville, Tenn., Feb. 5.—The Cumberland river is rising slowly and low places in the city are being troubled with back water and many families are preparing to move out.

A Split Threatened.

Berlin, Feb. 5.—A Catholic re-action toward the Septennate is setting in so strongly that Dr. Windthorst must either declare in favor of the bill or see the center split, and a powerful section supporting the government.

Perhaps.

Washington, Feb. 6.—For Missouri, generally fair weather, slightly colder, variable winds, becoming northerly.

LABOR LOOTERS.

The New York Strike Still on and the Looters Bold and Defiant.

The Business Men Organize a Law and Order League.

Ringling Resolutions Denouncing the Strike and Pledging Support.

New York, Feb. 5.—The freight blockade on the river front was worse this morning than it was yesterday afternoon. In many instances truckmen left their wagons in the line last night and took their horses to the stables and came back and slept on the truck.

The announcement by most of the companies that they would be in a position to receive freight caught a big rush, but when some of the truckmen, having waited all day yesterday and then unhitched their horses and returned home and reported that there was no sign of their being able to discharge, the merchants saw how useless it was to attempt to ship freight in large quantities.

One driver in front of Morgan's dock said: "I loaded up at Thurber's yesterday at 9 o'clock." The truck has been in line ever since that time and at 9 this morning there were fifteen men ahead of him.

At pier 2 the Lehigh Valley railroad opened two doors and hung up a board stating that local freight only would be received.

Pier 3 of the Alexandre line was closed. It was stated that at one of the Pennsylvania piers, freight was being dumped into the cars indiscriminately to be sorted in transit.

The New Jersey Central piers, 13 and 14 are closed. Freight was ordered but could not be handled. The jam of trucks continued from pier 1 to pier 16.

There is no change in the situation in Brooklyn. The coal dealers supplying the jail managed to haul a little coal to the place to-day, also to the alms house. The inmates of the latter place were suffering. No assaults were reported, no coal has been awaiting to unload at the Gowanus canal for ten days.

It was ordered from Jersey City for the Brooklyn Benevolent association to be distributed to the poor under the auspices of the St. Vincent du Paul society. The men refuse to handle it, as it came from Jersey. Ten dollars a man was offered, but no one would work. One hundred employees of the Cheesborough Vaseline works refused to work with (scab) coal. Merchants did not try to ship much freight to-day. The El Paso, of the Morgan line, sailed to-day, though she was not loaded. The streets near the pier are choked with trucks which have been waiting twenty-four hours.

The steamer New York will take the freight that was left by the El Paso. A meeting of the Longshoremen's Union, No. 5, was held to-day. A delegate stated that all the companies, except the Cunard, were willing to grant the increase of pay. The men, however, refused to go back until the grievances of the coal men were adjusted.

THE STRIKE COMMITTEE

of the Longshoremen's union has received funds and to-day were paying off the men. A meeting of stevedores was held at the Maritime Exchange to-day to take action in regard to the strike of the Longshoremen. The meeting represented the employees of nearly 1500 men now on a strike. It was unanimously adopted to notify the men that they could return to work on Monday next by declaring fair with the stevedores and at the same rates as heretofore, and further, that unless they did return the stevedores would advertise to employ whomever they choose irrespective of labor unions.

The longshoremen have no quarrel with the stevedores but the latter claim they would return to work if free from the dictation of the Knights of Labor by whom they were ordered on a strike to support a strike with which the longshoremen have no concern.

A MEETING OF MERCHANTS

engaged in the maritime trade was held at the Produce exchange to consider the longshoremen's strike and decide upon some plan of relieving the trade from its present embarrassment.

Resolutions were unanimously adopted, asserting that the strike is wholly unjustifiable as there was no trouble between the employers and the employees, that its effect is to injure trade and divert it to other channels and thus subject the business community, as well as other working classes, to serious losses, that for the purpose of considering the question and formulating some plans which will secure the community against a similar occurrence in future a committee of five was appointed to report as soon as possible to the trade. A resolution was adopted to the effect that the boat stevedores, who will employ men to work, and to resist the dictation of labor organizations, should have the support of the shipmasters.

MASSACHUSETTS GROWLER.

New Mass., Feb. 5.—The strike of the freight handlers at New York is seriously felt by shippers throughout this state.

MAY INVOLVE CHICAGO.

Chicago, Feb. 5.—The News says a member of district assembly No. 24, yesterday received an important circular, asking workmen to be in readiness when help was requested. "Help," the Knight said, "means material as well as physical help." The New York strike may soon involve Chicago.

Snow in San Francisco.